



Mercedes-Benz

World premiere of the Mercedes-Benz S 600 in Detroit

Press Information

New top model from Mercedes-Benz

13 January 2014

Stuttgart – No other car lives up to the standards so famously set by company founder Gottlieb Daimler quite as comprehensively as the top model from Mercedes-Benz. The S 600 with V12 biturbo engine is the top model in the already successfully established S-Class and is available exclusively with long wheelbase and with a luxurious package of equipment and appointments. Its performance data: 390 kW (530 hp) and 830 Nm of torque. The S 600 will have its world premiere at the Detroit Auto Show, with the market launch to follow in March 2014. But the S-Class is about to get even better in other ways, too: the models in the current range will be upgraded with the addition of a head-up display, touchpad and COLLISION PREVENTION ASSIST PLUS.

"The S-Class has always been the embodiment of our claim to deliver the very best in terms of both technology and design" emphasised Ola Källenius, Executive Vice President of Sales and Marketing at Mercedes-Benz Cars. "And our flagship model, the S 600, epitomises the focus of our development work, the 'Essence of Luxury', in a way that no other model can. Our customers in North America and Asia in particular will enjoy this new top model with its exciting V12 engine."

With an output of **390 kW** (530 hp), the V12 biturbo engine in the S 600 packs a bigger punch than its predecessor did with 380 kW (517 hp). The displacement of the engine has increased from 5513 to 5980 cc. The maximum torque of 830 Nm is available from 1900 rpm. The S 600 now for the first time features the ECO start/stop function as standard, while it also meets the Euro 6 emissions standard. The combined fuel consumption of the S 600 stands at 11.1 litres/100 km – 21 percent lower than that of its predecessor (14.1 l/100 km).

The most important features of the engine at a glance:

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- All-aluminium crankcase
- One-piece chain drive
- Forged crankshaft in high-grade quenched and tempered steel
- Modified forged pistons
- New engine control unit
- New dedicated ignition coil with twin-spark ignition
- Cam follower
- Two intake and one outlet valves (three-valve technology)
- Hollow-stem outlet valves, filled with sodium
- Low-temperature cooling-water circulation with separate expansion reservoir.

The comprehensive standard specification of the S 600 reinforces its role as a flagship model. The LED Intelligent Light System, the MAGIC BODY CONTROL suspension with ROAD SURFACE SCAN and the Driving Assistance package Plus, for example, all come as standard. The latter comprises Active Lane Keeping Assist, Active Blind Spot Assist, BAS PLUS with Cross-Traffic Assist, DISTRONIC PLUS with STEER CONTROL and Stop&Go Pilot, PRE-SAFE® Brake and PRE-SAFE® PLUS.

Legendary top-of-the-range engine

The figure "600" has long been a legend in the history of the automobile: the model 600 (W 100) launched in 1963 was the first passenger car from Mercedes-Benz to feature a V8 injection engine. This same powerful (184 kW/250 hp) and refined engine was also used from 1967 on in the W 109 model series (in the top-of-the-range 300 SEL 6.3). Further top models to feature a V8 engine included the 450 SEL 6.9 from the model series 116 (210 kW/286 hp) and the 560 SE in the 126 series (220 kW/300 hp in the ECE version). The 600 SE model in the 140 model series of 1991 marked the introduction of the first twelve-cylinder engine as standard in a Mercedes-Benz passenger car. The M 120 delivered 300 kW (408 hp) from a displacement of 6 litres and began a tradition of V12 units as the top-of-the-range engines in the S-Class. Since the 220 series, Mercedes-Benz has also offered especially sporty, AMG-optimised variants with V8 and V12 engines at the top of its S-Class range, in the form of the S 63 AMG and S 65 AMG.

From March, all the functions of the head unit can be controlled by fingertip gesture, as with a smartphone, from the new, optional **touchpad**. In addition, the touchpad allows letters, numbers and special characters to be entered in handwriting - in any language that is available on the head unit. The touchpad thus offers an additional, full-function input option over and above the existing COMAND Controller and LINGUATRONIC.

A **head-up display** is also available as an option for the S-Class. As in a jet fighter, it displays important information directly in the driver's field of view on the front windscreen, so ensuring that the driver's attention is distracted less from the road ahead. The system provides information on speed, speed limits and navigation instructions, for example.

Replacing COLLISION PREVENTION ASSIST on the S-Class now is **COLLISION PREVENTION ASSIST PLUS** as standard. In addition to the adaptive Brake Assist system, which helps to protect against collisions at speeds of over 7 km/h, this system now features a further function: if the danger of collision persists and the driver fails to respond, the system is able to carry out autonomous braking at speeds of up to 200 km/h, thereby reducing the severity of collisions with slower or stopping vehicles. The system also brakes in response to stationary vehicles at a speed of up to 50 km/h, and is able to prevent rear-end collisions at up to 40 km/h.

A clear windscreen even at sub-zero temperatures, without all the hassle of scraping, is now possible thanks to **electric windscreen heating** (optional extra). This is designed to work in conjunction with the air-conditioning blower and ensures clear forward visibility in practically no time at all.

Contacts:

Michael Allner, tel.: +49 (0)711 17-75846, michael.allner@daimler.com
Wolfgang Zanker, tel.: +49 (0)711 17-75847, wolfgang.zanker@daimler.com

Further information about Mercedes-Benz is available online:
www.media.daimler.com and www.mercedes-benz.com

Mercedes-Benz S 600 (long wheelbase)

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Engine

Number of cylinders/arrangement		12/V, 3 valves per cylinder
Displacement	cc	5980
Bore x stroke	mm	83.0 x 92.0
Rated output	kW/hp	390/530 at 4900-5300 rpm
Rated torque	Nm	830 at 1900-4000 rpm
Compression ratio		15.5: 1
Mixture formation		High-pressure fuel injection with common-rail technology and two turbochargers

Power transmission

Transmission		AMG SPEEDSHIFT PLUS 7G-TRONIC automatic transmission
Gear ratios	Final-drive ratio	2.47
	1st gear	4.38
	2nd gear	2.86
	3rd gear	1.92
	4th gear	1.37
	5th gear	1.00
	6th gear	0.82
	7th gear	0.73
	Reverse 1	3.42
	Reverse 2	2.23

Chassis and suspension

Front axle		Four-link front suspension with coil spring, twin-tube gas-filled shock absorbers
Rear axle		Multi-link independent rear suspension with coil spring, twin-tube gas-filled shock absorbers, torsion-bar stabiliser
Braking system		Internally ventilated and perforated disc brakes at front, internally ventilated and perforated disc brakes at rear, electric parking brake, ABS, Brake Assist, ESP®
Steering		Electromechanical rack-and-pinion power steering
Wheels		Front: 8.5 J x 19; rear: 9.5 J x 19
Tyres		Front: 245/45 R 19 Y; rear: 275/40 R 19

Dimensions and weights

Wheelbase	mm	3165
Track, front/rear	mm	1624/1637
Length (overall)	mm	5246
Width (overall)	mm	1899
Height (overall)	mm	1497
Turning circle	m	12.3
Boot capacity max.*	l	500
Kerb weight acc. to EC	kg	2185
Payload	kg	555
Perm. gross vehicle weight	kg	2749
Tank capacity/incl. reserve of	l	80/8

Performance and fuel consumption

Acceleration 0-100 km/h	sec.	4.6
Top speed	km/h	250
Combined fuel consumption	l/100 km	11.3-11.1
CO ₂ emissions	g/km	264-259

*acc. to VDA measuring method